Statement to U.S. House Committee on Agriculture
The Honorable David L. Strickland
Vice President, Global Regulatory Affairs
General Motors Company
January 12, 2022

Good morning.

My name is David Strickland, and I am General Motors' Vice President of Global Regulatory Affairs. I want to thank Chairman Scott, Ranking Member Thompson, and the other committee members for inviting me to tell you more about General Motors' commitment to an all-electric, zero emissions future and the opportunities of electric vehicle investments for rural America.

At General Motors, our vision for the future is a world with zero crashes, zero emissions, and zero congestion. The key to unlocking that vision is automobile electrification. Building an inclusive, all-electric future is the right thing to do for the world, U.S. competitiveness and our company – which includes more than 85,000 U.S. employees across the nation. We're committed to bringing everybody in on this future, and we are working hard to ensure we leave no community behind. While we can't achieve this alone, GM is committed to doing our part.

We are on track to invest $35 billion in electric and autonomous vehicles by 2025, powering our plants to launch more than 20 electric vehicles in North America over that same timeframe – including options at every price point and for every lifestyle. We are increasing range and decreasing the cost of EVs to make them more affordable and accessible. In addition to our manufacturing investments, we

are investing $25 million in our Climate Equity Fund, which is dedicated to closing equity gaps in the transition to electric vehicles and other sustainable technologies.

Just last week at the Consumer Electronics Show, we revealed the Chevrolet Silverado EV. This new electric pickup will harness Silverado's proven credentials as the brand's best-selling nameplate and integrate the capability Silverado customers have come to expect in terms of strength, durability, and performance. Based on GM's revolutionary Ultium battery platform, Silverado EV will offer a GM estimated range of 400 miles on a full charge (a round trip from Atlanta to Albany), and with 664 horsepower, our customers in rural America will find it satisfies all their needs, both on and off the farm. The Silverado EV will be built in our first ever fully dedicated EV Assembly Facility, Factory Zero, which just opened in Detroit after a $2.3 billion investment to retool the plant from the production of internal combustion engine vehicles.

With GM's EV portfolio today and those just on the horizon – including Chevrolet Silverado EV, Equinox EV, Blazer EV, Bolt EV and Bolt Electric Utility Vehicle, GMC Sierra EV, GMC HUMMER EV and EUV, Cadillac LYRIQ, and BrightDrop EV600 and EV450 – GM believes that no other automaker today matches the depth and

range of our all-electric portfolio. We will deliver electric vehicles that fit all needs and price points, for all customers, including those in rural America.

To support this growing portfolio, we are converting large portions of our manufacturing footprint for EV production. GM is committed to bringing our workforce and our dealers with us on this journey as well as continuing to create good paying U.S. jobs as we transition to an all-electric future.

By 2025, our North American EV assembly capacity will reach 20 percent and climb to 50 percent by 2030. We have recently announced nearly 9,000 jobs and more than $9 billion in new electric vehicle or battery cell manufacturing facilities in Michigan, Ohio, and Tennessee, and, there is more to come. This transformation has already happened at Factory Zero, and is underway in Spring Hill, Tennessee. To meet the demand for batteries, two of our battery plants are already under construction today in Ohio and Tennessee, and two more U.S.-based plants are also being planned as we build the scale that will enable us to lower the cost of EVs to make them accessible to everyone. Furthermore, we are working to secure the raw materials supply chain needed to build and grow at the scale required.

Another critical aspect of preparing communities for an all-electric future is ensuring access to charging. Today, charging "deserts" still exist in many rural and underserved areas that lack the critical EV charging infrastructure necessary for the more widespread adoption of EVs. GM is committed to helping expand access and offering ubiquitous charging solutions that can help meet customers where they are. Last year, we announced that GM will invest nearly $750 million to expand home, workplace, and public charging. As part of this investment, we are developing a new community charging program working with our more than 4,000 dealers to expand access by installing up to 40,000 Level 2 destination chargers at key locations throughout their communities, including rural communities and other areas where charging is limited. This is significant, because nearly 90 percent of the U.S. population lives within 10 miles of a GM dealership. These charging stations will be available to all EV customers, not just those who purchase a GM EV. It is critical that America's charging infrastructure be an interoperable network.

Beyond this Dealer Community Charging Program, GM is leading integration with major EV charging networks to simplify the charging experience. Customers can use their GM brand mobile apps to see real-time information from over 100,000 charging spots throughout the U.S. and Canada, find stations along a route and

initiate and pay for charging. We know that to get to an all-electric future we must ensure customers can get from farm to city, from coast to coast. We are working with our partners, and with the federal, state, and local governments to make this happen.

Many governments across the globe have recognized the competitive advantages to be gained by leading in electric vehicle and battery technology. China has included EV development as a key industry in their Made in China 2025 initiative and provided billions in government subsidies to develop their domestic industry. European countries have provided similar levels of support to domestic EV manufacturers. If the US is to remain the global leader in automotive technology, several key policy elements are needed to help augment private sector efforts to lead in electrification. They include:

- **Investing in infrastructure** that includes fast-charging stations along highway corridors. We look forward to working with Congress and the Administration to implement funding plans from the recently enacted Infrastructure Investment and Jobs Act to make EV charging accessible to all, including rural communities. Further, we would welcome the opportunity to work with the committee to leverage existing USDA

programs to further support EV charging infrastructure. We are also committed to working with our dealers and community partners, using our learnings from years of electric vehicle experience, to make charging ubiquitous and convenient.

- **Investment tax credits** to incentivize companies to establish battery and EV manufacturing capacity in the U.S. and to help build out the U.S. supply chain for critical EV components. Investment tax credits can help ensure the US remains competitive for capital.
- **Consumer incentives** including a modification to the EV tax credit for new and used vehicles, which has proven to be an effective accelerator for EV adoption. As we make significant investments to bring 20 models to market in the U.S. by 2025, we support a modification that lifts the cap.

As we implement our strategy, we have an opportunity and, frankly, a responsibility to create a better future for generations to come. Our mission is to leave no one behind. Thank you again for your invitation to testify on this topic that is critical to the future of our company, our customers, our industry, and our country. I look forward to answering your questions.

David Strickland
Vice President, Global Regulatory Affairs & Transportation Technology Policy

Mr. Strickland currently serves as Vice President for Global Regulatory Affairs and Transportation Technology Policy for General Motors (GM). He is responsible for GM's advocacy with regulatory agencies at the local, state, national and international levels, focusing on the company's transition to be the leading electric vehicle and automated vehicle manufacturer in the world.

Prior to joining GM, Mr. Strickland served as the Staff Director for the U.S. Senate Committee on Commerce, Science and Transportation from 2019 - 2021. The Committee's policy and legislative jurisdiction includes Transportation Policy, Highway Safety, Aviation, Passenger and Freight Rail, Ports, Coast Guard, Communications, Internet Policy, Interstate Commerce, Marine Conservation, Fisheries, the Merchant Marine, Oceans, Weather, Atmospheric Activities, Product Safety, Pipelines, Science, Space, Technology Research, Standards and Measurement, and Sports. Agencies overseen by the Committee include the Department of Transportation, the Department of Commerce, the Consumer Product Safety Commission, the Transportation Safety Administration, the Federal Communications Commission, the Federal Trade Commission, the National Aeronautics and Space Administration (NASA), the National Oceanographic and Atmospheric Administration (NOAA), the National Institute of Standards and Technology, the National Transportation Safety Board, and the White House Office of Science and Technology Policy.

Before rejoining Senate Commerce, Mr. Strickland was a partner at Venable LLP, a large national law firm from 2014 - 2019. As part of the Regulatory Group, his practice focused on transportation policy, consumer protection, Internet privacy, data security, and legislative and government affairs.

Prior to Joining Venable, Mr. Strickland served as the fourteenth Administrator of the National Highway Traffic Safety Administration (NHTSA) from 2010 - 2014. As the top automotive safety official in the United States, he was responsible for executing the agency's mission to reduce crash-related fatalities and injuries while insuring the highest standards of safety on the nation's roads. Mr. Strickland oversaw a broad range of vehicle safety and policymaking programs, including setting vehicle safety standards, investigating possible safety defects, and tracking safety-related recalls; annually distributing over $600 million in highway safety grants to states and leading the behavioral safety program; and establishing and enforcing the regulations on fuel

economy. His major accomplishments at NHTSA include overseeing the development of the first national fuel economy programs for both passenger vehicles and heavy-duty trucks in conjunction with the Environmental Protection Agency, and implementing the vehicle safety and highway safety grant mandates included in the 2012 Highway Reauthorization (MAP-21). He also issued the first ever ejection mitigation standards for passenger vehicles to help keep passengers from being partially or fully ejected from vehicles during a rollover crash; mandated lap and shoulder belts be installed on all new motorcoaches; launched the nation's largest connected vehicle (V2V) safety pilot program, and issued the first ever automated vehicle policy. In addition, Mr. Strickland brought national attention to child passenger safety issues and was a leader in the campaigns to fight impaired and distracted driving.

Prior to his appointment to NHTSA, Mr. Strickland spent eight years on the staff of the U.S. Senate Committee on Commerce, Science and Transportation as Democratic Senior Counsel. Through this position he served as lead counsel for the subcommittees overseeing the Federal Trade Commission (FTC), the Consumer Product Safety Commission (CPSC), NHTSA, and the Department of Commerce.

Mr. Strickland graduated from Northwestern University with a B.S. in Communication Studies and Political Science and earned a J.D. from Harvard Law School. He lives in Alexandria, VA with his wife Robin and their son Declan.

Truth in Testimony Disclosure Form

In accordance with Rule XI, clause 2(g)(5)* of the *Rules of the House of Representatives*, witnesses are asked to disclose the following information. Please complete this form electronically by filling in the provided blanks.

Committee: Agriculture

Subcommittee:

Hearing Date: 01/12/2022

Hearing Title :

"Implications of Electric Vehicle Investments for Agriculture and Rural America"

Witness Name: David L. Strickland

Position/Title: Vice President, Global Regulatory Affairs

Witness Type: ○ Governmental ● Non-governmental

Are you representing yourself or an organization? ○ Self ● Organization

If you are representing an organization, please list what entity or entities you are representing:

General Motors

FOR WITNESSES APPEARING IN A NON-GOVERNMENTAL CAPACITY

Please complete the following fields. If necessary, attach additional sheet(s) to provide more information.

Are you a fiduciary—including, but not limited to, a director, officer, advisor, or resident agent—of any organization or entity that has an interest in the subject matter of the hearing? If so, please list the name of the organization(s) or entities.

N/A

Please list any federal grants or contracts (including subgrants or subcontracts) related to the hearing's subject matter that you, the organization(s) you represent, or entities for which you serve as a fiduciary have received in the past thirty-six months from the date of the hearing. Include the source and amount of each grant or contract.

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Please list any contracts, grants, or payments originating with a foreign government and related to the hearing's subject that you, the organization(s) you represent, or entities for which you serve as a fiduciary have received in the past thirty-six months from the date of the hearing. Include the amount and country of origin of each contract or payment.

N/A

Please complete the following fields. If necessary, attach additional sheet(s) to provide more information.

☐ I have attached a written statement of proposed testimony.

☑ I have attached my curriculum vitae or biography.

* Rule XI, clause 2(g)(5), of the U.S. House of Representatives provides:

(5)(A) Each committee shall, to the greatest extent practicable, require witnesses who appear before it to submit in advance written statements of proposed testimony and to limit their initial presentations to the committee to brief summaries thereof.

(B) In the case of a witness appearing in a non-governmental capacity, a written statement of proposed testimony shall include—(i) a curriculum vitae; (ii) a disclosure of any Federal grants or contracts, or contracts, grants, or payments originating with a foreign government, received during the past 36 months by the witness or by an entity represented by the witness and related to the subject matter of the hearing; and (iii) a disclosure of whether the witness is a fiduciary (including, but not limited to, a director, officer, advisor, or resident agent) of any organization or entity that has an interest in the subject matter of the hearing.

(C) The disclosure referred to in subdivision (B)(iii) shall include—(i) the amount and source of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) related to the subject matter of the hearing; and (ii) the amount and country of origin of any payment or contract related to the subject matter of the hearing originating with a foreign government.

(D) Such statements, with appropriate redactions to protect the privacy or security of the witness, shall be made publicly available in electronic form 24 hours before the witness appears to the extent practicable, but not later than one day after the witness appears.